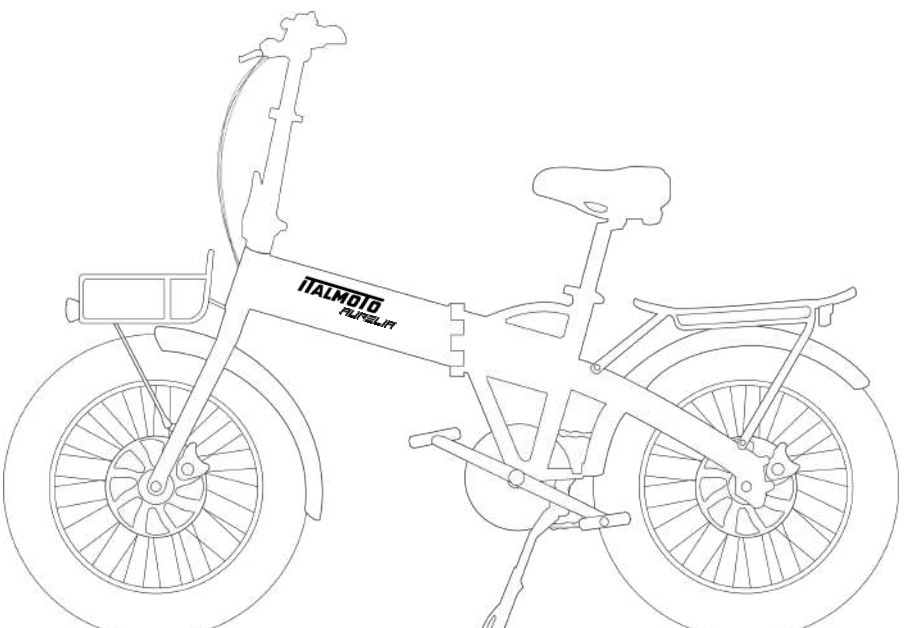
ITALMOTO

OWNER'S MANUAL

AURELIA



INFORMATION

Before taking your first ride, read this Owner's Manual carefully and familiarise yourself with your Italmoto e-bike.

For your own safety and a longer service life for your e-bike, follow the instructions and warning notices in this manual.

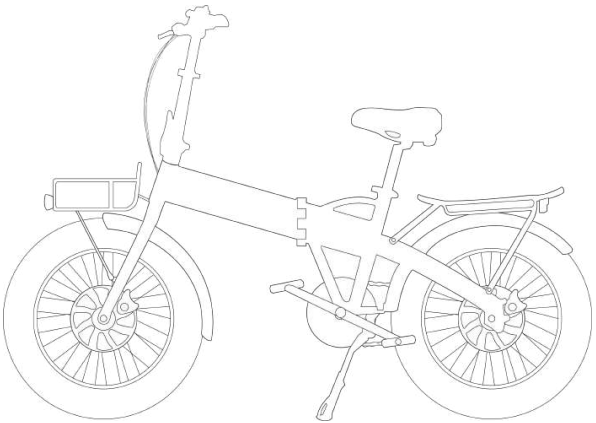
Disregarding them may lead to damage to the e-bike or personal injury.

The following are integral parts of the e-bike:

- printed Owner's Manual

If you sell your e-bike, always pass the documents on to the new owner.

ITALMOTO
AURELIA



All information in this publication is based on the latest production information available at the time of approval for printing. The Motocicli Italiani S.r.l. reserves the right to make changes at any time without notice and without incurring any obligation.
No part of this publication may be reproduced without written permission.
The vehicle shown in this user manual may not match the actual vehicle.

DEAR CUSTOMER:

Thank you for purchasing the ITALMOTO e-bike.
The ITALMOTO e-bike is a product manufacture by using advanced equipment and made up of high-quality component parts.

This manual provides detailed information about the correct operation, maintenance and adjustment of your ITALMOTO e-bike. By following these tips your unit will be more durable.

The manufacture hereby begs your understanding in case of any inconsistence between the content (pictures or verbal descriptions) of this manual and the actual condition of your vehicle due to possible changes in the specifications.

Please read this manual carefully to ensure safety and maximum ease of use. We remain wishing you all the best with your vehicle.

Pleasant riding, and thank you for choosing a Italmoto!

PRODUCT INFORMATION

Italmoto recommends that you use genuine Italmoto parts, conversion parts and accessories that have been specifically approved for your e-bike.

Italmoto tests genuine parts and conversion parts and accessories that have been specifically approved for your e-bike for their reliability, safety and suitability.

Despite ongoing market research, Italmoto is unable to assess other parts. Therefore, Italmoto accepts no responsibility for the use of such parts in Italmoto e-bikes. This is also the case, even if they have been independently or officially approved. The use of non-approved parts could affect the safety of your e-bike.

Genuine Italmoto parts, approved conversion parts and accessories are available from Italmoto dealers. Here, you will receive advice about permissible technical modifications,
and the parts will be professionally fitted.

OWNER'S MANUAL

General notes

Before taking your first ride, read this Owner's Manual carefully and familiarise yourself with your e-bike.

For your own safety and a longer service life for your e-bike, follow the instructions and warning notices in this manual. Disregarding them may lead to damage to the e-bike or personal injury.

Equipment

This Owner's Manual describes all models and all standard and optional equipment available for your e-bike at the time of publication of the Owner's Manual. Countryspecific differences are possible. Note that your e-bike may not be fitted with all features described.

This is also the case for systems and functions relevant to safety.

Therefore, the equipment on your e-bike may differ from that in the descriptions and illustrations. Should you have any questions concerning equipment and operation, please consult a Italmoto dealer.

The following items are included in the e-bike scope of delivery:

- charger
- printed Owner's Manual

OPERATING SAFETY

Important safety notes

⚠ **WARNING**

Components can be damaged without it being visible on the surface:

- in the event of an accident or fall
- if the bike tips over

Components damaged in this way could fail unexpectedly, for example:

- the handlebars or the seat post could break while you are riding the bike.
- the brakes could fail.

There is a risk of accident and injury.
In this or similar cases, have the e-bike checked at a qualified specialist workshop without delay.

⚠ **WARNING**

When being used, the mechanical components of the e-bike are subjected to high
loads and wear. Components react differently to these loads and show signs of fatigue or wear at different rates. If the operating life of a component is exceeded, the component could suddenly fail. There is a risk of accident and injury.

- Have your e-bike checked regularly at a qualified specialist workshop.
- Pay attention to any sign of cracks, scratches or changes in colour. These signs indicate that the component has reached the end of its operating life.
- Have components showing signs of wear or fatigue replaced at a qualified specialist workshop.

The components affected are:

- Handlebars and stem
- Saddle and seat post
- Frame and fork
- Tyres and wheels
- Pedals and pedal cranks
- Brake pads and brake discs
- Drive belt and pulleys
- Battery

If work on electronic equipment and its software is carried out incorrectly, this equipment could stop functioning. The electronic systems are linked together by interfaces. Modifications to electronic systems may also cause systems that have not been modified to malfunction. These malfunctions could affect the operating safety of your e-bike and therefore also have a considerable effect on your safety. You should therefore have all work and modifications to electronic components carried out at a qualified specialist workshop.

Do not make any modifications or carry out work, such as drilling, soldering or welding, on the frame or other load-bearing components. The stability and the service life of the components could be affected as a result. If you remove warning stickers, you or others may not be aware of possible dangers.

Leave warning stickers in position.

Rotating components, such as wheels, drive belt, pedal cranks or pedals, could trap and pull in parts of the body or clothing. Make sure that neither clothing nor objects being carried get caught in rotating parts.

Wear close-fitting clothing. Never wear a scarf.

After braking, in particular after a long downhill stretch, the brake discs, brake

callipers as well as quick-release devices and axle nuts may be very hot. Wait until these components have cooled down before touching them.
Do not ride without the battery or without the control console. If the battery or the control console are not fitted then the lighting system will not function. Riding without an operational lighting system is not permitted, depending on national regulations.

Qualified specialist workshop
A qualified specialist workshop has the necessary special skills, tools and qualifications to correctly carry out any necessary work on your e-bike. This particularly applies to work relevant to safety.
Always have the following work on your e-bike carried out at a qualified specialist workshop:

- work relevant to safety
- service and maintenance work
- repair work
- modifications, installations and conversions
- work on electronic components
- work on the drive system

Italmoto recommends that you use a Italmoto dealer which is qualified to carry out work on Italmoto e-bikes.

Correct use
Observe the following information when using the e-bike:

- the safety notes in the printed Owner's Manual
- the technical data in the printed Owner's Manual
- traffic rules and regulations
- laws and safety standards applicable to vehicles

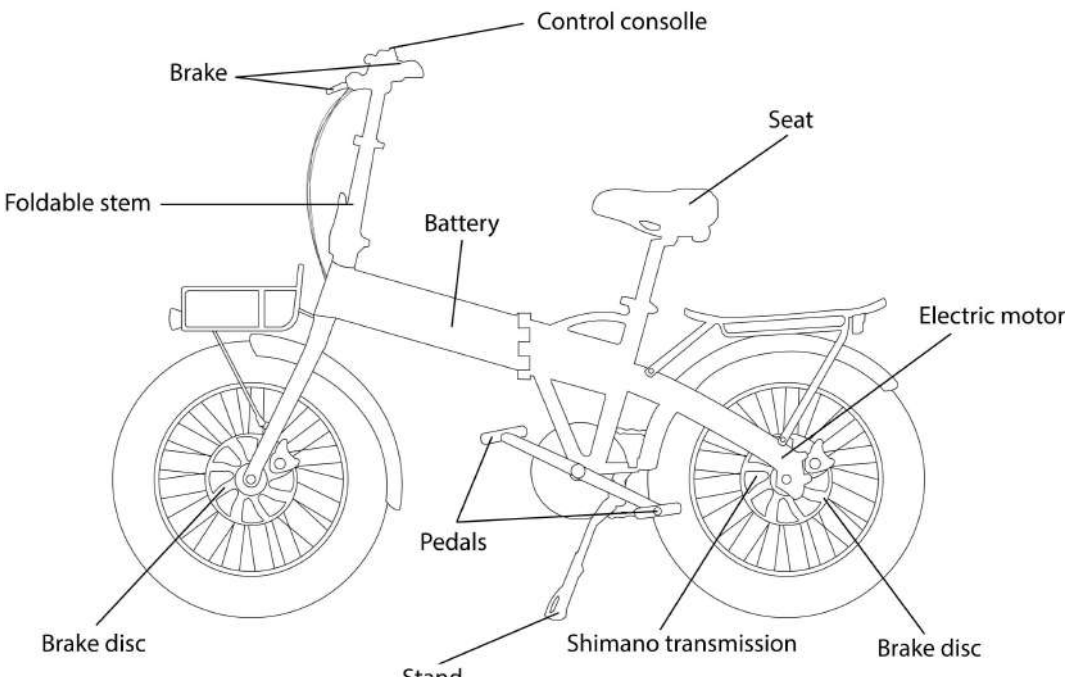
The configuration of your Italmoto e-bike can
vary, depending on the country in which you purchased it. Using the e-bike in other countries could therefore contravene local laws. If necessary, have the configuration of the e-bike adjusted for the respective country.
Observe the respective applicable law in your country for Pedelecs regarding the following points:

- maximum assistance speed and power output of the electric motor
- required equipment in order to ride on public roads
- obligation to have a driver's license
- minimum age of the cyclist
- obligation to wear a helmet
- regulations for the use of cycle lanes

The Italmoto e-bike is designed to be ridden on asphalt roads and lanes as well as surfaced forest and country tracks. The tyres
must not lose contact with the ground when doing so. The e-bike is not designed for riding over obstacles, such as high kerbs.
Equally, it is not designed for carrying more than one person. Nobody should be carried on the optionally available luggage carrier*.
The Italmoto e-bike is not suitable for competition.
The Italmoto e-bike together with rider, accessories and luggage may have a permissible gross weight of 140 kg (308 lbs).
Never exceed the permissible gross weight.
The Italmoto e-bike is not approved for towing

a trailer. Riding with a trailer or a trailer bike or pulling another bicycle using a bicycle connection system is not permitted.
Always make sure that your Italmoto e-bike is
used for the purposes it was designed for. If the Italmoto e-bike is used in ways for which it was not designed, this could result in
damage to the fitted components. This could then lead to accidents and injuries.
The Italmoto e-bike is not intended for persons with limited physical, sensory or mental abilities. The e-bike is not suitable for children under 14 years old.
Taking the battery for your Italmoto e-bike on
a passenger plane is not permitted.
Transporting the e-bike with the battery fitted on a vehicle rear-mounted cycle rack or roof carrier is not permitted. Remove the battery before transporting (page 27). Before transporting also remove components which are not securely bolted on such as, e.g. the control console, Italmotophone and net pockets.

E-BIKE


Control consolle
Brake
Seat
Foldable stem
Battery
Electric motor
Pedals
Brake disc
Shimano transmission
Brake disc
Stand

CONTROLS

LCD Consolle

(1) button: to increase values
(2) button: to decrease values
(3) button: On/off and headlight switch
(4) Setting button





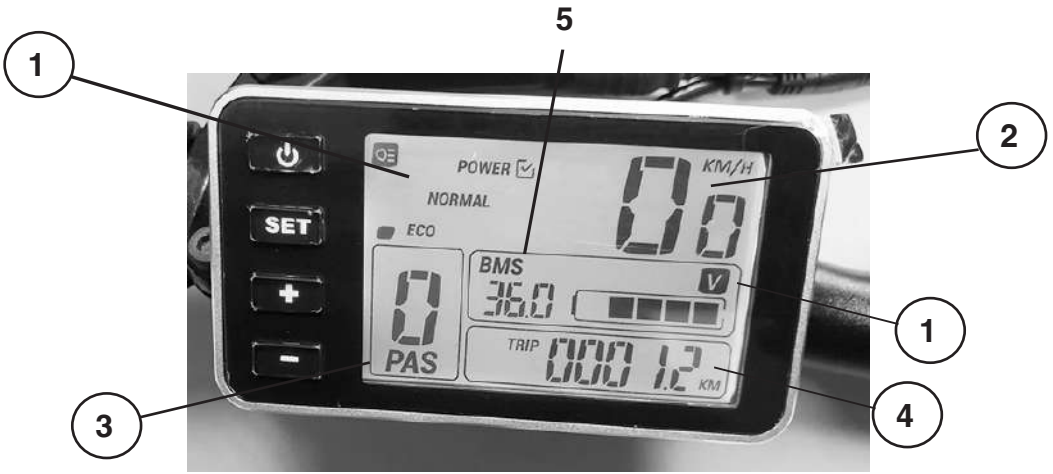
Right Handlebar

(5) Bell
(6) Button: “+” gear up
(7) Button: gear down
(8) Throttle*

*⚠ **WARNING**

The throttle can not be homologated for use on public roads depending applicable law.

CONTROL PANEL



(1)	Charge indicator	**(4)**	Distance Display (Riding Distance / Total Distance)
(2)	Speed Display (Current Speed/ Average Speed/Max Speed)	**(5)**	Real time consumption
(3)	Assisted Power Select or Throttle Level Select	**(6)**	Assistance mode level and light indicator

INSPECTION BEFORE STARTING A JOURNEY

Useful information

This Owner's Manual describes all models and all standard and optional equipment available for your e-bike at the time of publication of the Owner's Manual.
Country-specific differences are possible. Note that your e-bike may not be fitted with all features described. This is also the case for systems and functions relevant to safety.

Safety-relevant equipment

The lighting system does not work when you ride your e-bike without the control console or battery. Italmoto recommends that you always ride with the lights on, even during the daytime.

The Italmoto e-bike is equipped with a lighting system with the active and passive components required for use on public roads. It also has an appropriate brake system and a bell.
The lighting system includes the following components:

- headlamp and tail light
- reflective strips on the tyre sidewalls
- yellow reflectors on the pedals

Check the safety equipment regularly and have it repaired at a qualified specialist workshop as needed.

Suitable equipment

Depending on the country in which you use your Italmoto e-bike, you may be required to wear a helmet. Irrespective of any helmet law, Italmoto recommends that you always wear a suitable helmet and goggles.

Wear conspicuous, bright clothing appropriate for cycling and shoes which are suitable for the bike's pedals. When riding in traffic, always be considerate and observe the traffic rules and regulations in order to avoid endangering yourself and others.

INSPECTION BEFORE STARTING A JOURNEY

Checking tyres and wheels

⚠ WARNING

If seated at an angle, valves may break off while the e-bike is in operation. If this happens, the tyre will suddenly lose pressure.

There is a risk of an accident.

Check the seating of the valves. The valves must extend from the wheel rim at right angles. Correct the position of any incorrectly seated valves immediately.

Before every ride, check the following:

- tyres and wheels for damage and foreign bodies lodged in the tyres. Damaged wheels can lead to a loss of pressure and result in further damage.
- tyre tread depth
- true running of the wheels by allowing both wheels to rotate freely. Out-of-round wheels can be an indication of tyres which have burst at the side, broken axles or torn spokes. Also investigate any rattling noises and check bearings and bolted connections if necessary.

Checking the drive belts

⚠ WARNING

Inadequately secured belt pulleys and safety guards may become loose while the e-bike is in operation. Incorrectly aligned drive belts may become detached from the belt pulleys while the e-bike is in operation.

There is a risk of accident and injury.

- Before every ride, check to make sure the drive belt is properly aligned and

tensioned, and the belt pulleys are bolted securely.
- Also check for proper installation of the slip guard to prevent the drive belt jumping teeth or slipping.

Always follow all the instructions on handling the drive belt — particularly every time the rear wheel is removed or fitted. Extra caution is required in these cases in order to prevent damage to the drive belt.

Checking the battery lock

Before every ride, make sure the locking cylinder on the battery lock is engaged. If the battery is not retained by the lock, it could fall out while the e-bike is in operation.

Checking the operation of the brake system

Before every ride, carry out a stationary brake test. To do so, pull the brake levers towards the handlebar using two fingers and normal braking force. The brake lever must not come into contact with the handlebar. A distance must remain between the brake lever and the handle, even when maximum hand force is applied.

Checking the brake system for wear

⚠ WARNING

After braking, particularly during long descents, the brake discs and callipers as well as the quick-release connections and axle nuts may become extremely hot. There is a risk of injury.

Wait until these components have cooled down before touching them.

Check the brake pads for wear before every ride.
Carry out a visual inspection of the brake discs:

- the friction disc must not show any signs of scoring or breakout. It must be free of oil and dirt.
- All bolts must be present and securely in place. Check the brake callipers for oil leakage. Make sure that the brake cables are free of kinks. Check the brake cables for leaks.

Checking the bolted connections
Before every ride, check to make sure the bolted connections listed below are securely tightened:

- check the front and the rear wheel for proper fit. All bolted connections must be securely tightened. Alternate pushing and pulling on the rear wheel must not cause it to move.
- check to make sure the handles and brake handles are securely seated. It must not be possible to rotate the handles or brake handles.
- check to make sure the seat and seatpost are securely seated. Attempts to turn and tilt the seat must not cause it to move.

ADJUSTING THE SEAT POSITION

Useful information

This Owner's Manual describes all models and all standard and optional equipment available for your e-bike at the time of publication of the Owner's Manual.
Country-specific differences are possible. Note that your e-bike may not be fitted with all features described. This is also the case for systems and functions relevant to safety.

Adjusting the seat position

Notes

The optimum seat position is an important factor for your well-being on the Italmoto e-bike. A comfortable and fatigue-free seat position is an individual matter. Italmoto gives you recommendations for the basic settings of the components below. The optimum setting may only become clear after going on a longer tour.
Adjust the settings of the following components to your requirements:

- adjust the seat height, angle and position
- adjust the angle of the grips
- adjust the angle and reach of the brake handles

To suit individual requirements, higher handlebars as well as additional seat post variants are available as accessories. The length of the seat post can be adjusted to your individual body size. Further details can be obtained from any Italmoto Centre.

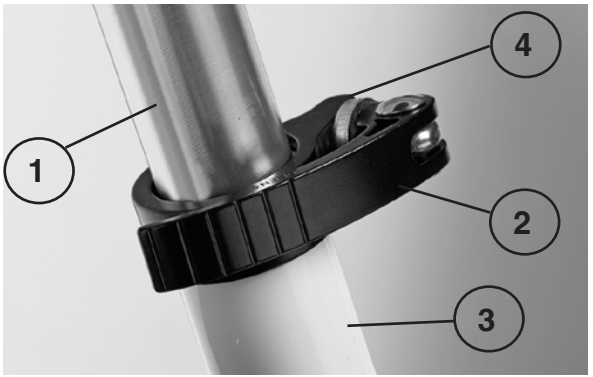
ADJUSTING THE SADDLE

Adjusting the saddle height

⚠ WARNING

If you pull the seat post too far out of the seat tube, then the clamp can no longer secure the seat post sufficiently. The seat post could come loose or break during the tour. There is a risk of accident and injury.
Do not pull out the seat post beyond the minimum insertion depth.
The seat post(1) must always be inserted at least into seat tube(3).

- Release the seat post clamp (2)
- Do not pull out seat post(1) beyond the minimum insertion depth.
- Adjust the saddle to the desired height. If you put your heel on the pedal when it is at its lowest point and your leg is fully stretched, then the saddle is at the correct height.
- Close the seat post clamp (2).



(1) Seat post
(2) Seat post clamp
(3) Seat tube
(4) Clamping bolt

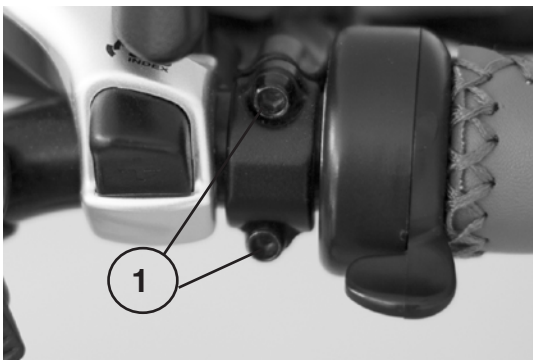
Adjusting the brake handles

Example: rear wheel brake:

(1) Clamping bolts.

You can adjust the brake handles to match the position of the grips. If your fingers, when extended from the arm, rest on the brake levers then the brake handles are set correctly. The wrist should be as straight as possible when doing so.

- Release both clamping bolts (1) on brake handle.
- Turn brake handle to a comfortable position.
- Tighten both clamping bolts (1) alternately.
- After riding 30 km (19 miles), retighten clamping bolts (1).



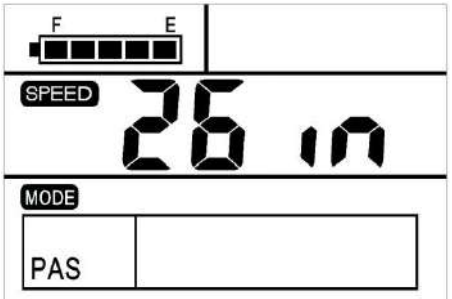
Pedals

The pedals on your Italmoto e-bike are suitable for closed shoes with hard soles. Touring cycling shoes which are equally suitable for cycling and walking are ideal.

SWITCHING THE SYSTEM ON THE CONTROL CONSOLE ON / OFF

Starting the Display and Set-up
Press the MODE button for 1.5 seconds and start the display.
After start-up, please hold both UP and DOWN for 2.5 seconds at the same time, LCD will enter into the setting state, and the settable parameter will flash. The parameter can be set circularly.

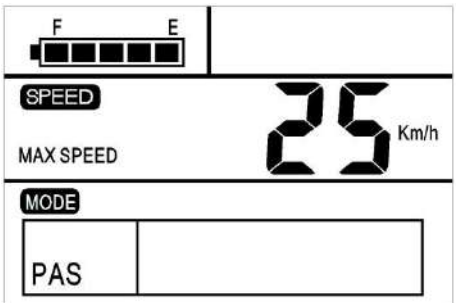
Wheel Diameter
The first setting parameter is wheel diameter.
The interface is as follows:



Press UP or DOWN to choose a right diameter 18-28inch for the bike. Default set is 26 inch. After confirmation of wheel size, press MODE to reserve it and enter into the max speed set.

Max Speed

The second setting parameter is Max Speed. The interface is as below:

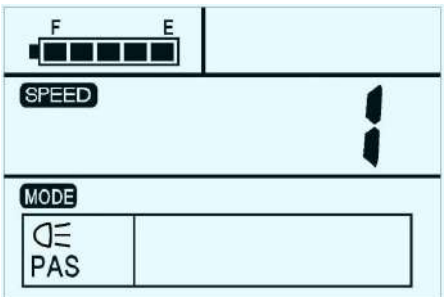


Re-set speed should be in accordance with the local regulation speed. If exceed your re-set figure, the bike will travel at the max speed of reset. Default max speed in factory is 25 Km/h.

Speed option: 12-40Km/h, use UP or DOWN then confirm by MODE. Then enter into the interface of backlight brightness.

Backlight Brightness

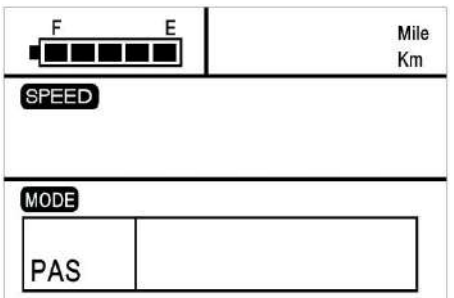
The third setting parameter is backlight brightness. The interface is as below:



Press UP or DOWN to modify the backlight brightness. You can choose from level 1 to level 3. Level 1 is the minimum brightness. Level 3 is the maximum brightness. The default value of the backlight brightness is level 1. Press the MODE to confirm the backlight brightness, then entry into the interface of Choice of Display Unit.

Choice of Display Unit (Metric system / British system)

The fourth setting parameter is Choice of Display Unit. The interface is as below:



Press UP or DOWN to choose a display unit. The unit could be MPH or Km/H. The range unit will change accordingly with the speed unit.



Battery full



Battery empty

Quit from set up

In the setting state, press MODE for 3 seconds to confirm the input, save current setting and exit.

STANDARD OPERATION

ON / OFF

Press MODE, then the display starts to work and supply power to controller, long press MODE then switch off power.

In the status of OFF, display and controller no longer consume battery power.

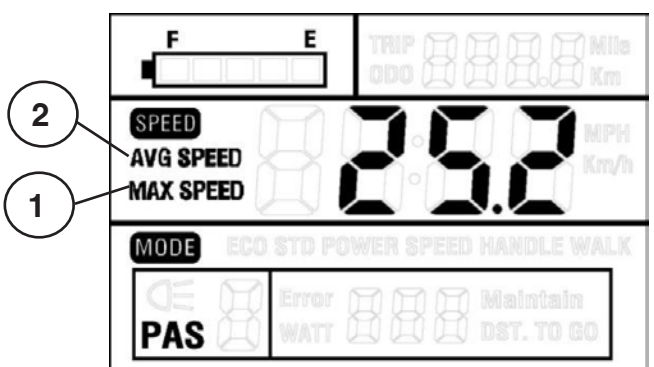
Capacity Display

When the battery capacity is high, the five battery segments are all light. When the battery is in low voltage, the last battery segment will flash at 1 Hz. It indicates that the battery is severely low in voltage condition and needs to be recharged immediately.

Speed Display (Current Speed/Average Speed/Max Speed)

When the e-bike starts, the display will automatically show the current speed.

Hold UP and the display will show the MAX speed during this ride. Hold UP again and the display will show the AVG speed during this ride. Hold UP again and the display will turn to the current speed display.

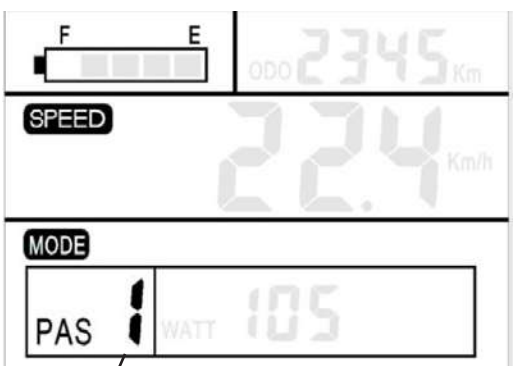


Assisted Power Select or Throttle Level Select

Press UP or DOWN to change the output power of the motor.

The power ranges from Level 1 to Level 5. Level 1 is the minimum power. Level 5 is the maximum power.

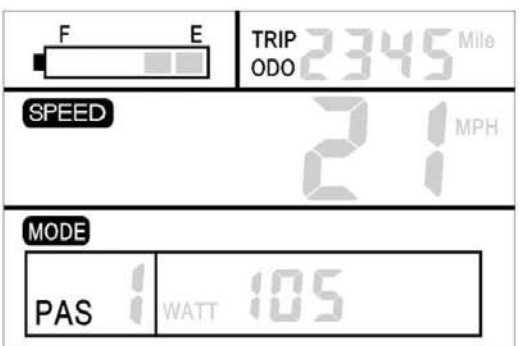
The default level is Level 1.



Power level

Distance Display (Riding Distance / Total Distance)

Press MODE to switch between riding distance and total distance. This function is convenient for users to check the riding distance (TRIP) and the total distance (ODO).



Push Cruise Control

Press DOWN for a while to get into power assist mode, and the bike will travel at fixed speed 6Km/h.

⚠ WARNING

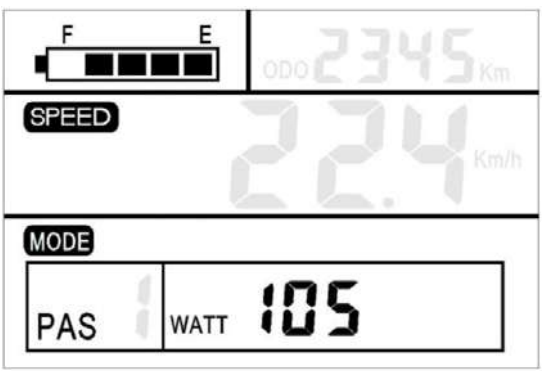
Push cruise control mode is recommended under push state, not for riding mode.

Turn On and Turn Off the Backlight

Hold both UP and MODE for 3 seconds and turn on the SW-LCD backlight, when the surrounding light is not enough or it is in the evening. Hold both UP and MODE for 3 seconds again and you can turn off the SW-LCD backlight.

Power of the Display

Display the real time power consumption of the riding for electric bike. The interface below:



Error Code Display

If there is something wrong with the electronic control system, the display will show the error code automatically.

The following is the definition of the error code.

Code Number	Definition
21	Abnormal current
22	Throttle fault
23	Motor phase problem
24	Motor Hall defect
25	Brake Failed
30	Abnormal Communication

DRIVING TIPS

Useful information

This Owner's Manual describes all models and all standard and optional equipment available for your e-bike at the time of publication of the Owner's Manual.
Country-specific differences are possible. Note that your e-bike may not be fitted with all features described. This is also the case for systems and functions relevant to safety.

Riding with electric assistance

⚠ WARNING

If pedal assist is activated on smooth or slippery road surfaces, the rear wheel can spin and lose grip when you accelerate.
There is a risk of an accident.
Always deactivate pedal assist on smooth or slippery road surfaces.

The Italmoto e-bike only assists you when you apply force to the pedals. When you stop pedalling, the electric motor switches off.
Pedal assist will also switch off if you exceed the maximum power assist speed (varies according to country) (page 13).
The drive power depends on the drive level you have selected (page 15). The higher the drive level, the less effort you yourself have to provide to maintain a specific speed.

Energy-saving driving style

Your Italmoto e-bike assists you with a brushless wheel hub motor integrated into the rear wheel.

The range of the Italmoto e-bike with a fully charged battery depends on the following factors:

- the physical performance of the rider
- the drive and generator level s lected
- the gear selected
- the gross weight of the e-bike, rider and load
- the tyre pressure
- the road surface
- the topography
- the temperature
- the wind conditions
- the nature of use with frequent starts or even-paced stretches

To achieve the maximum possible range, observe the following recommendations:

- select a drive level which is as low as possible and as high as necessary.
- to charge the battery during the tour, use generator mode as often as possible.
- select a low gear on an uphill gradient and a high gear on level ground or when riding downhill.
- do not carry any unnecessary weight.
- check the tyre pressures regularly every 14 days and correct them when required.

Braking

Notes on disc brakes

⚠ **WARNING**

On wet roads:

- the frictional force between the tyres and the road is reduced.

- water between the brake pads and brake disks reduces the effect of the brake system.

The braking distance is increased. There is a risk of an accident.

- On wet roads brake sooner to compensate for the longer braking distance.
- On wet roads brake with greater care to prevent the wheels from locking.

⚠ **WARNING**

When braking the front wheel abruptly the rear wheel can lift up. You could be thrown over the handlebars in the process. There is a risk of an accident.

- Brake the e-bike with the front and rear brake at the same time.
- Move your body's centre of gravity to the rear when braking abruptly.

The Italmoto e-bike is equipped with hydraulic disc brakes which will bring you to a standstill quickly and safely, if required. Disc brakes respond more quickly than rim brakes, in particular on wet roads.
A hydraulic disc brake builds up a high braking effect with only minimal hand strength. To distribute braking force to both wheels, use both brakes at the same time. The pedal assistance of the electric motor is interrupted by braking the front brake (or if you stop pedalling).

If you are not yet familiar with the braking effect of hydraulic disc brakes, first carry out some test braking manoeuvres on a high-grip surface away from traffic.
Avoid continuous braking. On long downhill stretches, brake with both brakes briefly but firmly. When you intermittently release the brakes they can cool down

again. Stop at the first signs of overheating.

Symptoms indicating overheating include:
- Rincreased hand strength
- Rthe build up of odours
- Rloud scraping noises

Let the brake system cool down before riding on.
Wet conditions reduce the braking effect and lead to the tyres skidding more easily. On wet roads, allow for longer braking distances, ride more slowly and brake carefully.

CHARGING THE BATTERY

Important safety notes

⚠ DANGER

High voltage is used to charge the battery. You could get an electric shock if the power cable or mains socket is damaged, wet or dirty. There is a risk of fatal injury.

- Only use the charger supplied to charge the battery.
- Only use a dry charger.
- Only use an undamaged power cable and charger. Immediately replace a damaged power cable and charger.
- Before connecting the charger cable, remove any foreign objects, such as dirt, ice or snow, from the charge socket.

⚠ WARNING

Using a charger other than the one supplied can cause the battery to overheat. There is a risk of explosion.

Only use the charger supplied to charge the battery.

⚠ WARNING

Deep battery discharge can cause an internal short circuit. The battery heats up to an extremely high temperature. There is a risk of fire.

- Avoid deep battery discharge during use as well as during storage.
- When not in use, fully charge the battery at regular intervals, and at least every 6 months.
- Do not carry a deeply discharged battery on the e-bike.
- Only use the battery for the Italmoto e-bike.
- Do not expose the battery to storage temperatures below -10°C (14°F) and

above 45°C (113°F). Please note that temperatures above 45 °C (113°F) can occur around heaters, in direct sunlight or in overheated vehicle interiors.
- Do not use the charger in damp locations or in ambient temperatures below -10°C (14°F) or above 40°C (104°F).
- Do not immerse the battery into water.
- The battery and the charger do not have to be serviced. Do not try to disassemble or modify the battery or the charger. Do not subject the battery to a high pressure. Please note that high pressure can be applied as a result of load from heavy objects. You may not use a battery with a damaged casing.
- Keep the battery away from small children.
- If, while the battery is in use, is being charged or is in storage, you notice that the battery gets hot, develops a strong smell, alters in appearance or behaves abnormally in any way, stop using the battery immediately.

Heat develops when charging the battery:
- Make sure that there are no combustible materials close to the battery when charging.
- When charging, place the charger and battery on a non-combustible surface.
- If you charge the battery while it is still installed on the e-bike, position the bike in such way that a fire cannot spread.
- Do not charge the battery on carpeted floors.
- Do not cover the battery and charger during charging.

Notes on the charger

The charger supplied is suitable for a vol-

tage range of 240 V. The charger need to be switched to the relevant voltage range. The charger has no on/off switch. If you do not require the charger, disconnect the plug to save energy.

Notes on the battery

A deep battery discharge causes irreversible damage and capacity loss. If you do not use the battery for longer periods, charge the battery fully at regular intervals and at least every 6 months.

Please follow the instructions below to guarantee a long battery life:

- ideally, charge the battery at a room temperature of 20°C (68°F). Before charging, give the battery sufficient time to reach this temperature.
- avoid frequent full discharges. The battery prefers partial discharges. Lithium ion batteries do not have memory effect.
- brief discharges with subsequent charges can cause an inconsistency between the charge indicator and the battery charge level. After approximately 30 charges, allow the battery to completely discharge and then re-charge it. This will allow the charge indicator to be periodically calibrated to the battery charge level.

Every lithium-ion battery is subject to operational wear. Cell oxidation occurs as a result of use and ageing. The battery capacity decreases. The typical lifespan of a lithium-ion battery is between 2 and 3 years, regardless of whether it is used or not.

Connecting the charger

The battery (1) can be charged either on the bike or can be removed and charged separately.

When the battery is charged on the bike, the system can be switched on or off during charging.

- Connect the charger to charge cable connector on battery (2).
- Connect the charger's mains plug to a socket. The LED on the charger unit will light with different colors depending on the current charge level. The LED will be red during charging and green when fully charged.
  To know the level of battery power check the charge indicator from the LCD controller.
- First disconnect the cable connector of the battery and unplug the mains plug from the socket.



1. Battery
2. charge cable connector

REMOVING/FITTING THE BATTERY

Removing the battery

- Switch off the system.
- On the right-hand side of the e-bike: release the safety mechanism and pull back the frame locking lever(1).
- Join the two sections of the frame to be able to remove the battery.
- Turn the key counter clockwise putting pressure until unlock the battery.
- Pull the battery from the hook to let it out of the frame.

Installing the battery

Apply the battery by inserting it into the guides. Slowly slide the battery towards the front until it latches. Turn the key to lock the battery.







Storing the battery

⚠ WARNING

Deep battery discharge can cause an internal short circuit. The battery heats up to an extremely high temperature. There is a risk of fire.

- Avoid deep battery discharge during use as well as during storage.
- When not in use, fully charge the battery at regular intervals, and at least every 6 months.
- Do not carry a deeply discharged battery on the e-bike.

Please observe the following if you do not use the e-bike or the battery for long periods:

- do not store the battery at temperatures below -10°C (14°F) or above 45°C (113°F).
- do not expose the battery to temperature fluctuations. The ideal storage temperature is between 10°C (50°F) and 25°C (77°F).
- protect the battery from moisture to prevent corrosion around the electrical contacts. Store the battery in a dry place.
- do not store the battery near flammable materials.
- disconnect the battery from the charger between charging cycles.

Belt drive

Important safety notes

⚠ **WARNING**

If you install or handle the drive belt incorrectly, e.g. if you bend or twist it, you may cause damage that is not visible from outside. This type of damage to the drive belt can cause it to tear unexpectedly, causing you to slip off the pedals. There is a risk of accident and injury.

- Handle the drive belt with utmost care and follow the instructions for use.
- Have a damaged drive belt replaced immediately at a qualified specialist workshop.

When handling the drive belt, avoid:

- kinking it in any direction
- twisting it
- turning it inside out
- reverse bending
- tying or binding it up with cable ties or cord
- using it as a tool
- mounting the drive belt by applying tension with a lever or by turning the foot pedal

Never use a drive belt that has been damaged.

Tyres and wheels

The tyres establish the contact with the road surface. They provide grip and traction and, depending on the tyre pressure, absorb small bumps.

Although the wheels of your Italmoto e-bike are manufactured with great care and delivered trued, this does not prevent the spokes from losing tension on the first kilometres.

For this reason, you should regularly inspect the tension of the spokes and have them re-centred by a Italmoto dealer.

Tyre pressure

⚠ WARNING

If the tyre pressure drops repeatedly, inspect the tyres for foreign objects. Check whether the tube or the valve is leaking. If the tyre pressure is too low, the handling characteristics of the e-bike may be impaired and could cause you to fall. There is a risk of an accident.

- Always replace a damaged tube.
- Before mounting a new tube, remove all foreign objects from inside the tyre.

Check the tyre pressure regularly, at least every 14 days. Only correct tyre pressures when the tyres are cold. The pressure of warm tyres should only be corrected if it is too low for the current operating conditions.

Warm tyres always have higher pressures than cold ones.

The tyre pressure changes by around 10 kPa (0.1 bar, 1.45 psi) for every 10°C (50°F) change in ambient temperature. If you measure the tyre pressure in enclosed spaces where the temperature differs from

the outside temperature, you will have to correct the measured value accordingly.

When the e-bike is ridden, the tyre temperature, and with it the tyre pressure, will increase depending on the speed and the load on the tyres.

Always check the tyre pressure with suitable measuring equipment, e. g. a stand pump with a manometer. As your Italmoto e-bike's tyres are fitted with robust puncture protection made from plastic, you cannot check the pressure simply by pressing down on the tyre with your thumb.

Tyre pressure specifications can be found in the "Technical data" section (page 45).

MAINTENANCE AND CARE

Cleaning and care

⚠ **WARNING**

Dispose of empty packaging and cleaning cloths in an environmentally responsible manner.

The value of your e-bike will be retained by
regular and proper care. The best protection from harmful environmental influences is regular cleaning and preservation.

Italmoto recommends performing a paint treatment twice a year (e.g. in spring and autumn).

- Use as little water as possible and keep water away from electrical contacts.
- Cover electrical contacts in the battery frame with the rubber cap.
- Clean the e-bike with a soft sponge or brush.
- Clean the battery frame with a damp cloth.
- After cleaning, check the electrical connectors and let the e-bike dry before using it.

MAINTENANCE

Regular work

Italmoto recommends that you have the e-bike serviced once a year at a qualified specialist workshop.

Before each journey
• Check tyres and wheels • Check the drive belt • Check the battery lock • Inspect the functioning of the brake system • Inspect the brake system for wear • Check bolt and screw connections

Every 300 - 500 km (186 - 310 miles)
• Check the drive belt for wear and correct tension/ routing • Remove dirt from the drive belt and belt pulleys • Check that all bolt and screw connections are fastened securely • Measure the brake disc wear

Every 3000 km (1864 miles)

Check the following components and replace, if necessary:

- headset
- wheel hubs
- pedals
- drive belt
- gear cable

Once a year

- Check torques of all screw and bolt connections.
- Check gearshift, headset and brake settings
- Check the drive belt for correct tension and wear
- Check tyres and wheels
- Check wear on parts subject to high stress

Work must be performed by a qualified specialist

TROUBLESHOOTING

Control console

Problem	Possible causes/consequences and Solutions
The system will not switch on, the LCD display remains dark.	The battery is low or discharged. Check the charge level directly on the battery, charge if necessary.
	The battery is not positioned correctly in the holder. Remove the battery and then reinstall
	If the problem persists despite taking these measures: Have the electrical system checked at a qualified specialist workshop.

Lighting system

Problem	Possible causes/consequences and Solutions
The lighting system is not working.	The battery is low or discharged. Check the charge level directly on the battery, charge if necessary.
	The electrical connectors have come loose. Check the electrical connectors.
	If the problem persists despite taking these measures: Have the electrical system checked at a qualified specialist workshop.

Battery

Problem	Possible causes/consequences and Solutions
The charge indicator on the control console is not showing that the battery is “full” even though a full battery charge has been performed.	The battery has been affected by the ambient temperature. The battery heats up during the charging procedure. Let the battery cool down and repeat the charging process. Follow the instructions for charging the battery.
The charge indicator on the control console is not reliably displaying the charge level.	Due to frequent and brief charging and discharging of the battery, the synchronisation between the charge indicator and the actual battery charge level cannot be calibrated. Perform a full discharge after approx. 30 charge cycles. This will calibrate the charge indicator to the charge level of the battery. The service life of the battery will not be affected by this.

Drive system/electric motor

Problem	Possible causes/consequences and Solutions
The system can be switched on but the electric motor does not provide any assistance.	The electrical connections on the handlebars or near the motor are not inserted correctly or have become detached. Check the electrical connections on the handlebars and near the motor and connect correctly, if required.
	If the problem persists despite taking these measures: Have the electrical system checked at a qualified specialist workshop.

Brake system

Problem	Possible causes/consequences and Solutions
Poor braking performance.	The brake was not bedded in. Bed in the brake
	The brake discs or brake pads are fouled with oil. • Clean the brake discs with alcohol. • Replace the brake pads. • Have the cause of the oil-fouled brake discs and brake pads repaired at a qualified specialist workshop.

Problem	Possible causes/consequences and Solutions
Poor braking performance, no defined actuation point.	Air in the braking system. Have the brake system bled at a qualified specialist workshop.
The brake is making grinding noises during the journey.	There is dirt or water on the brake disc or brake pads. Brake several times to remove any dirt and water from the brake discs and brake pads.
	The brake calliper is not exactly aligned with the brake disc. Have the brake calliper correctly aligned in a qualified specialist workshop.

Problem	Possible causes/consequences and Solutions
The brake squeaks when applied.	The brake calliper is not exactly aligned with the brake disc. Have the brake calliper correctly aligned in a qualified specialist workshop.
	There is insufficient tension in the spokes of the wheel. Have the tension of the spokes checked and corrected at a qualified specialist workshop.
	The wheel is not properly secured. Tighten the axle nuts and bolts of the dropouts on the front and rear wheels to the specified torque.
The brake makes metallic noises; deceleration is very rough.	Worn brake pads can result in longer braking distances. There is a risk of an accident. The brake pads are worn to below the minimum thickness. The brake pad backing plate is grinding against the friction ring of the brake disc.

Shifting gear

Problem	Possible causes/consequences and Solutions
It is not possible to engage first gear.	There is too much tension in the gear cable. Reduce the tension of the gear cable at the twist-grip
	If the problem persists despite taking these measures: Have the electrical system checked at a qualified specialist workshop.
The gearshift shifts down from second to first of its own accord.	There is too much tension in the gear cable. Reduce the tension of the gear cable at the twist-grip.
	If the problem persists despite taking these measures: Have the electrical system checked at a qualified specialist workshop.

Problem	Possible causes/consequences and Solutions
Non è possibile portare il cambio nella terza marcia.	There is too much tension in the gear cable. Reduce the tension of the gear cable at the twist-grip.
	There is too little tension in the gear cable. Increase the tension of the gear cable at the twist-grip
	Se non è possibile risolvere il problema con questo intervento: Far controllare il comando in un'officina qualificata.

TECHNICAL DATA

BIKE

Max power	250 W
Max speed	25 Km/h
Speed level	5
Electric motor	Brushless

Battery

Manufacturer	Samsung
Features	36V — 12 Ah Ioni di Litio
Autonomy	60 Km
Charging time	4 h
Life	500 cicli

Panel	Display LCD
Features	Speed Power, On/Off, battery level.

TECHNICAL DATA

Body	Aluminium
Tyres	20’’
Brakes	Hidraulic disc brakes
Fork	Aluminium alloy and front trick
Gear and Trasmission	Shimano 7 speed

TYRES AND WHEELS

Tyres

The approved tyres have been specially designed for pedelecs. The use of any other type of tyre may result in increased rolling resistance and consequently in a reduced range. Furthermore, handling characteristics, resistance to flats and noise may be adversely affected.

Therefore, when replacing the tyres, ensure that the new tyres are of the same type and size with a suitable tread. If in doubt, contact your nearest Italmoto dealer.

The reflective strips on the tyre sidewalls replace the spoke reflectors in accordance with legal requirements.

Observe the direction of rotation when fitting a tyre. An arrow on the tyre sidewall indicates the direction of rotation.

Further information on tyres and wheels can be found in the “Operation” section (page 29).

Front and rear wheel

- Tyres: KENDA
- ETRTO dimensions: 98-406
- Dimension inches: 20 x 4.00
- Pressure: 150 kPa (1,5 bar, 22 psi)

Tyre pressure

The unladen weight given is for the standard scope of delivery. Accessories and items of optional equipment increase the unladen weight and reduce the maximum payload.

Further information about Italmoto vehicles can be found on the following website: http://www.italmoto.com

www.italmoto.com
Motocicli Italiani S.r.l. - Caserta, Italy